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1-5. (CANCELED)

6. (CURRENTLY AMENDED) A method for preventing a stationary vehicle from unintentionally rolling, the method comprising the steps of:

when the vehicle is stationary and a transmission is not in a neutral position,

activating a brake holding mode, upon ~~[[by]]~~ activating a brake pedal, to maintain the vehicle stationary, and

deactivating the brake holding mode, after deactivation of the brake pedal, ~~by one of~~ ~~[[a]]~~ only upon sufficient displacement of a clutch ~~wherein the~~ whereby the clutch displacement is a determinant for ~~an~~ of a takeover torque of the clutch, and

~~after a timing delay when~~ upon deactivation of the brake pedal, if the clutch does not provide the takeover torque and if the brake pedal [[has]] is not [[been]] reactivated, then deactivating the brake holding mode, after a timing delay, for a predetermined time period to provide a warning to a driver of the vehicle that a parking brake is not set.

7. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of using the brake holding mode to both control a valve by way of a digital output and generate a CAN-signal (10).

8. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of determining a characteristic value by a transmission control unit (8), which deactivates the brake holding mode in accordance with specifics of the vehicle and only releasing the brake holding mode if the clutch can attain ~~a necessary~~ the sufficient takeover torque to hold the vehicle.

9. (CURRENTLY AMENDED) A method for preventing a stationary vehicle from unintentionally rolling, the method in a case of said stationary vehicle, a transmission is not in a neutral position further comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);

releasing the ~~brake (11)~~ in accordance with holding mode upon sufficient displacement of a clutch which is a determinant for actual takeover torque of the clutch; and,

upon deactivation of a brake pedal (1) and in an event that the clutch does not provide the takeover torque and the brake pedal is not reactivated, deactivating the holding mode, after a timing delay, in the event that no brake pedal has been activated for a predetermined time period to provide a warning to a driver of the vehicle that a parking brake is not set.

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10. (PREVIOUSLY PRESENTED) The method according to claim 9, further comprising the step of using the holding mode to both control a valve by way of a digital output and generate a CAN-signal (10).

11. (CURRENTLY AMENDED) The method according to claim 9, further comprising the step of determining a characteristic value by a transmission control unit (8)[[,]] which deactivates the holding mode, in accordance with specifics of the vehicle, and only releasing the [[brake]] holding mode if the clutch can attain a necessary the sufficient takeover torque to hold the vehicle.

12. (CURRENTLY AMENDED) A method for preventing a stationary vehicle, having one of an automated and automatic transmission without a clutch pedal, from unintentionally rolling when the transmission, of the stationary vehicle, is in other than a neutral position, the method comprising the steps of:

activating a brake pedal (1) of a brake (11) to create a holding mode of the vehicle;

deactivating the holding mode of the brake (1) upon one of:

displacement of a clutch which is a determinant that an actual takeover torque of the clutch has occurred; and,

after a timing delay, in any event that the brake pedal is deactivated and remains unactivated for a predetermined time period and the clutch does not provide the takeover torque, then deactivating the holding mode of the brake (1), after a timing delay, to provide a warning to a driver of the vehicle that a parking brake is not set.